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HONGKONG AND CHINA AFFAIRS.

LONDON, March 19th.

LABOUR UNREST.

Unless the predictions of a good many who are considered qualified to judge are falsified by the developments of the next few weeks we are a good deal nearer a real revolution of labour than most of us realise. There are bold sayings from extreme labour leaders as to accepting no legislation "unless it gives us complete power," and so forth: there are rumours of an intention to put up a claim for ten per cent. increase of wages all round after the minimum wage has been established by law; there are mutterings of discontent among industries held up by the coal strike—and last but not least, there are the workers who would be ready to resume work if only they were placed under protection, and these workers, I am assured by a colliery owner, number no less than forty-five per cent. The one hope for England, to avoid bloodshed and prolonged misery, is that the workers will tire of their syndicalist leaders of the Tom Mann and Ben Tillett type—as the workers of France have tired of their Manns and Tilletts—and will veer round to the saner view that to injure one industry is to injure all. Whether it works out that way or the more violent and prolonged way, the fact remains that one may predict with tolerable certainty that the workers of the country have some hard times to go through before they emerge into smooth waters, out of which they were steered by the irresponsible revolutionists whose hand is on the trade union tiller to-day.

SIR CHARLES ELIOT.

I understand that Sir Charles Eliot, the Sheffield University Vice-Chancellor, who is to take control of the Hongkong University, will leave for the East at the end of April, after he has had an opportunity of conferring with Sir Frederick Lugard, on the arrival of your retiring Governor on these shores. The North, and in fact England generally, is sorry to part with Sir Charles Eliot, who has made a big place for himself as an educational expert as well as a pleasant writer. He is credited with knowing twenty-three languages, but my memory will not permit me to give a list of them. Any-way they ought to enable him to talk with most of the influential travellers who enter your port from time to time.

CHINESE STUDENTS ABOARD.

Mention of this University item recalls to me that the Chinese Students' Society of Cambridge have held high revelry to celebrate the establishment of a Chinese republic. A fancy dress ball was given at which they and their friends made merry with right good will. Christ's College leads the colleges of Cambridge in the number of Chinese students in residence, but there are also some at Jesus, Caius, Trinity Hall and St. Catherine's.

THE CHURCH IN CHINA.

Though ex-Bishop Moule of Mid-China has passed away, the name is still held by a living representative of the Anglo-Chinese Church. We have been reminded of that by the announcement that the Archbishop of Canterbury has conferred the Lambeth degree of D.D. upon the Ven. Arthur Evans Moule, B.D., lately Archdeacon in Mid-China, and now rector of Burwinton with Clebury North, in the diocese of Hereford, on account of his eminence as a scholar, as a theologian, and as a missionary to the Chinese. Most people had forgotten that this privilege still remains to the chair of St. Augustine. Dr. Temple invited "literates" to compete for the degree, and an examination for the degree under him meant a stiff ordeal. It was from Archbishop Taft that Dr. Moule received his B.D.

ANOTHER PARLIAMENTARY CANDIDATE FROM THE EAST.

The East will shortly enter another competitor in the political field, for Sir John B. Matthews, K.C., from 1891 to 1906 a practising barrister of the Straits Settlements, will be the Liberal nominee in South Wilts at the next election, against Mr. C. Bathurst, the present Unionist member. In 1909 he was Attorney-General in the Straits, but passed on to be Chief Justice of the Bahamas the following year. That his interests are varied may be judged from his choice of clubs, which are set down as the Reform, the Sports, and the Colonial Institute. Next month he is to begin a sharp campaign in the division, and he will need it if he is to emerge with two more letters to his name.

LOYD'S AND STRIKES.

Such is the unrest here now and the prospects of danger to police and property at the hands of angry suffragettes and strikers that Lloyd's policies of insurance are being issued to cover both. Local conditions affect the rates charged very materially. For instance, the rate of insurance against looting and damage for a provision shop in London is five shillings per cent, but in South Wales it is five guineas. Not only have such policies been taken out, but some brewers have taken out policies to cover their vans and men while delivering throat

lubricants in disaffected areas. A van load of beer must indeed be a provocative temptation to a mob of striking miners more or less out for a spree. Underwriters take a very serious view of the situation and are issuing their policies with the following clause—"Warranted free of loss or damage caused by strikers, locked out workmen, or persons taking part in labour disturbances or riot or civil commotion."

CHINA IN LONDON.

This summer we are all to be invited to China—at the Crystal Palace. That great exhibition place—recently saved to the nation by the energy of Lord Plymouth and his friends—is to offer us "a comprehensive and extensive idea of China as she is and should be known by the British people." The opening date is May 25th, so already the preparations are in full swing. There will be a Chinese village, and a Chinese theatre with Chinese players and all complete. Hundreds of natives are en route for the "native industries" section, and they will be accompanied by a native restaurant where we will be provided with chop sueys and all the paraphernalia of dishes such as are open to the frequenter of the Chinatowns of the Pacific coast of America.

THE P. AND O. AND LASCARS.

The charge made against the Lascars aboard the wrecked P. and O. liner *Oceana* in the Channel disaster the other day has revived the claim made by the Sailors' and Firemen's Union that closer restrictions should be placed on the employment of Asiatics on British ships. Hitherto, on criticisms of their cowardice being made in the House or before special committees on shipping, there have been official and shipping witnesses to declare that the Asiatics are better in discipline and sobriety than the whites. But even the P. and O., excellent as their record is, have had more than one occasion when the Lascars have been reported to have carried fatalism so far as to be totally useless for assisting the passengers. Either they were sheer funks or else they resigned themselves to fate and refused to stir a finger to alter what they considered the unalterable progress of events. In this case they seem to have squatted on the deck and howled—to the great distress of the women aboard the vessel. In 1903 it will be remembered there was a departmental committee in session under the presidency of Sir Francis Jeune. It took voluminous evidence, and in the end the report insisted very strongly on the advantages to be derived from the employment of Lascars. Nevertheless Mr. Havelock Wilson and his friends are preparing to take advantage of this latest opportunity to demand the employment of British sailors on British ships.

SALVING OF S.S. "OCEANA."

I understand that the *Oceana* lies in a bad position for salvage work, owing to the deep water and the strong tides at the spot. But fortunately most of the bullion—nearly three-quarters of a million sterling in all—is in bags and not minted—the gold in ten ounce bars packed in cases and the silver in bars of about 120 pounds each—so the divers' work will be easier than in dealing with loose coin. As to the ship herself and the baggage and cargo, very little is likely to be saved, so most of the marine insurance companies will lose by the mysterious disaster.

MR. WINSTON CHURCHILL.

Mr. Winston Churchill continues to make the most of his ministerial career. He has sampled a good many positions now, and in all he has managed to emerge with more kudos than his colleagues can claim after longer periods in their departments. The Churchill grip on matters naval has not altered this. The general view in the lobby after his speech in introducing the naval estimates was in fact that he had increased his reputation. When I say that I do not mean to give the impression that I am speaking of the extreme Radical "little navy" men, who have been in doubt for some weeks and now awake with a shock to find all their schemes for economy have gone astray. But the moderate men on both sides concede that Mr. Churchill has made it clear we will keep our lead at sea and at the same time that we are ready to treat with Germany as to a lighter naval cost in the future. The next step is with Germany. Lord Haldane is understood to have brought back from Berlin recently certain proposals for mutual declarations. It may be that the Churchill speech was part of the general trend to a better understanding, but, if so, it did not give anything away. That is a fact that commends itself even to his customary political opponents, and that is worth noting.

IRISH LANDLORDS.

It is remarkable just now how clearly Ireland is passing to a new set of landlords. Part of this is due to the Land Purchase Acts, which enable tenants to purchase their holdings from the owners on easy terms, and part is due to the withdrawal of the titled land-owners from their Irish estates in view of the approach of Home Rule. To some extent their

places are being taken by returning Irish-Americans, anxious to set up with their dollars as magnates on the "could do," or to participate in what they call the coming revival of Irish industries. Among the latest announcements of those who are quitting the island are Lord Barrymore, the Duke of Manchester, the Countess of Egmont and the Duke of Westminster. But whatever may be the anticipations of newcomers or deserters there can be no doubt that to the on-looker there will be plenty of fun in the Emerald Isle when Home Rule comes in. An Irishman of experience told me to-day with sobs in his voice that he feared his country had no able men to start the government with. But they have some funny ones to make shift with. Take the case of the Dublin Corporation. A few years ago they used to allow the Lord Mayor a salary of £3,000 a year. Then when Alderman Farrell took the office two years ago he plainly told the citizens that he would accept a reduced salary of £1,000, but they must not expect the customary civic junketings at the Mansion House. The citizens blandly agreed. But then came the coronation visit of the King and Queen to Ireland and the determination of the Lord Mayor to receive them as head of the city, despite the hostility of the Nationalist Corporation. That started friction between Alderman Farrell and the Councilors that did not lessen till his year was up. He was succeeded by Councillor Sherlock, after whose advent a resolution was adopted abolishing the allowance altogether. The new man did not make a fuss about it, for it is said he was "given the tip" that the resolution was only a strategic move. Alderman Farrell having developed the idea that he ought to have had £3,000 all along. First to the Finance Committee the Alderman announced his conviction that the resolutions reducing the allowance had not been properly carried and therefore he was entitled to the full amount. They just laughed at him, so he sent in a demand for £2,000 odd as the balance due to him. The City Law Agent advised against payment, so now the Alderman threatens to sue the Corporation for the amount. I doubt if anything more entertaining than that case could come even to the city of Dublin.

EDUCATION IN PERSIA.

According to Mr. B. W. Stainton, who has just been lecturing to the Central Asian Society in London, the movement towards liberty in Persia is as serious as that which has attained its first fruits in China. Not that Mr. Stainton is a blind admirer of the Persians. After thirty years spent among them he peppered his description of them freely with such words as "corrupt," "immoral," "venal" and "dishonest." But notwithstanding that, he corroborated the statements of the out-and-out lovers of things Persian as to the intellectual and spiritual renaissance of the people. The cry for education in Persia is quite as real and widespread, he says, as it is in China and the other awakening eastern countries. As usual there are clergy in the places of the chief opponents of progress. They are the Mahometans, who would close every modern school in Persia if they could. But in spite of this opposition, the craving for education is growing steadily and the demand is being met in increasing measure by missionary schools and native schools. Self-government and education, in Mr. Stainton's view, are the twin hopes of the Persian future, but no man can predict what will really emerge from the chaos of conditions of the present time.

APPEAL FOR MEDICAL MISSION FUNDS.

Several meetings have been held in London this week in aid of the North China and Shanghai Medical Mission. The last was in Chelsea, when the speakers were the Rev. F. W. Isaacs, Vicar of Chiswick and Commissary to the Bishop of Shanghai; Dr. Anderson Robertson, medical secretary of the S.P.G.; and Mrs. Leonard Burrows. Dr. Robertson made a special appeal on behalf of Ten Chow Fu in that diocese, and mentioned that as the shrine of Confucius was there hundreds of thousands, most of them sick and suffering, came there every year in the belief that their great teacher would help them and they would be happy. That afforded a special opportunity for medical missionaries to reach thousands of suffering Chinese with real help if the funds would permit.

OBITUARY.

The death has occurred at Piddochry of Mr. Alexander Muirhead Aitken, for twenty years a leading barrister at Singapore and also a member of the Legislative and Executive Councils. Mr. Aitken was in his ninetieth year. He was a noted shot and one of the best salmon fishers in Scotland.

HUANGPU CONSERVANCY.

SHANGHAI CHAMBER OF COMMERCE SCHEME ACCEPTED.

The N.-C. Daily News understands that a telegram was received from Peking at the close of last week stating that Yuan Shih-kai had approved of the Chamber of Commerce scheme for the continuation of the work of the conservancy of the Huangpu, and that he had given orders that it was to be put into force for the time being.

THE FOUNDING OF THE "OCEANA."

FURTHER DETAILS.

The accounts given in the London papers of the sinking of the P. and O. steamer *Oceana* furnish many details supplementary to those telegraphed to us at the time.

The way in which the disaster happened remains unexplained, says the *Daily Mail*. It was a clear night and the *Oceana* was steaming at full speed. The *Pisagua* seems to have struck twice, once on the *Oceana's* port bow and again further aft. Passengers in the liner asleep below were awakened by the sudden crash, followed by a loud, grinding noise. They rushed out of their cabins, not daring to do more than seize rugs or dressing-gowns to put over their night clothes. The stewards were serving out lifebelts in the music-room. Everyone acted coolly and quietly, though at that moment the passengers were expecting to feel the ship plunge suddenly down beneath their feet, as there were already two feet of water in the passages outside their cabins.

LASCARS IN TERROR.

Hurrying up on deck, they found the ship settling fast by the head. The officers and the Englishmen of the crew were working busily to get the boats away, but the situation already trying enough with the anxiety and the darkness, the cold and the heaving seas—was made more unenvying by the howls of the lascars, who huddled themselves together with bowed heads, screaming with terror.

All the port side of the ship had been swept by the *Pisagua's* bowsprit, but as only forty passengers were on board—the rest intending to join at Marseilles—there was room for them all in the starboard boats.

The carpenter of the *Oceana*, named Tredigo, was lying in his cabin at the part of the ship where the *Pisagua* struck. His right leg was crushed from foot to thigh by the splintered side of the vessel, and it was an hour before he could be set free. He was afterwards taken to Eastbourne Hospital, where the crushed leg was amputated.

WHY THE BOAT CAPSIZED.

Varying explanations are given of the cause of the capsizing of the lifeboat. In the darkness, broken only by the flare of the distress signal lights, among the confusion on deck and the screaming of the terrified lascars, it must have been difficult to see clearly what happened.

Lieutenant B. Hutchinson, of the East Yorkshire Regiment, who was one of the passengers on deck, says: "The boat sheered off before the blocks were cleared. It was dragged by the steamer and swamped." A petty officer of the ship, on the contrary, believed that the cause of the accident was that there was too much way on the steamer at the time the boat was launched. "She was certainly free from the blocks when she was swamped," he said. "She was just leaving the *Oceana*, and the sea was a bit choppy. They were a bit too quick in getting the boat launched. If they had waited a bit longer it would have been all right."

Another passenger, who was in the boat that picked up the lady survivor, says: "A davit broke and the boat went end up, so that all the passengers were shot into the water." Miss Macfarlane, the lady who was found clinging to the keel, thinks that the boat was swamped by the seas.

The pilot of the *Oceana*, Mr. T. Penny, of Gravesend, said, when he arrived in London, that no loss of life need have occurred at all. The ship was aloft for seven hours after the collision, and there was no necessity to lower the boats in a hurry. As far as I know, there never was any order from the bridge to lower the boats, and if there was it must have been given by somebody who had no authority."

The people in the second of the *Oceana's* boats met the Eastbourne lifeboat and were taken on board and brought to Eastbourne. The rest of the passengers and crew, 210 in all, were taken off the *Oceana* by the boats of the mail steamer *Suez*, of the Dieppe-Newhaven service, which came up about 4:30 a.m. and stood by, together with three other passing steamers.

Captain Hide, with sixteen of his officers and men, and the pilot, however, stayed on board the *Oceana*, which was taken in tow by the tug *Alert*. On the way to Dover the *Oceana* began to settle down, and the captain and his men were taken on board the tug. The *Oceana* sank at 10 o'clock a.m., seven miles from Dover, and lies in about 15 fathoms, with her masts above water. There is 275,000 worth of specie among her cargo, mostly in bar gold.

The *Pisagua*, with her royal and royal-topgallant masts and yards carried away and her forepeak full of water, drifted away after the collision, but she was picked up by two tugs and brought into the naval harbour at Dover. There was no loss of life aboard her.

GAMBLING IN OPTIONS.

INVESTIGATIONS INSTITUTED BY PARLIAMENT.

In the House of Commons on March 5, Mr. Field asked whether the French Government has been forced to pass into law the new clauses of its Finance Bill with respect to gambling operations in "time bargains, options, and futures" on its Bourses; whether the Chinese and Siamese Governments were also forced last autumn to take special actions with regard to gambling operations in order to protect their people from the cornering of foodstuffs; and whether official steps would be taken to procure full particulars of these and other Governments' actions respecting gambling in futures and options, with a view of laying them upon the table of the House for the benefit of members.

Mr. Asquith, in a printed reply, says: "I am aware that certain clauses of the Finance Bill referred to relate to time bargains, but I have no official information as to the nature of these clauses, nor as to any action taken by the Chinese and Siamese Governments in relation to this question. I will make inquiries on these points. Steps are already being taken, in accordance with the promise given to the hon. member, to obtain particulars of Government action on this subject in the principal commercial countries."

A CHINESE JURY TRIAL.

A SENTENCE OF DEATH.

Late on Sunday night, March 31st, the Chinese jury trial which was held at Nantao came to a conclusion, when the jury returned a verdict against the prisoner of murdering one of the deceased.

It may be remembered, says the *N.-C. Daily News*, that the trial, which is the first of its kind in the history of China, was started over a week ago in the Chinese Town Hall, Nantao. There were three judges, Messrs. Ivan Chen, Alex. Ting and King Tsai, and a jury of seven were empanelled.

It continued all Saturday, was resumed on Sunday morning, and the verdict and sentence were given about ten o'clock at night. The hearing on Sunday was principally occupied with the story of the defence, which was to the effect that in October last the two deceased, Yuan and Chow, proceeded to raise a volunteer corps without the knowledge of the magistrate of the district, the accused. The accused received information from the local gentry that these men contemplated releasing all the prisoners in the yamen and the looting of the shops in the vicinity. Believing such information he issued a warrant for the arrest of Yuan, and sent four runners to execute it. To this number, however, the gentry added another four, among the number being Yang, the military officer in charge of the volunteers, and Chao, the accused's deputy. Instead of arresting him, the men disembowelled Yuan and at the same time Chow, for whom there was no warrant, was shot, this being done without the knowledge of the accused.

Mr. Ting examined the accused for over an hour in addition to the examination of counsel for the defence and the cross-examination of counsel for the prosecution, and then counsel proceeded to address the jury. While Mr. Tsao, who appeared for the accused, was in the middle of his speech one of the audience shouted out that what he was saying was of no value, and Mr. Tsao thereupon asked to be allowed to withdraw from the case. He was requested to continue, and about five o'clock Mr. Ting started to sum up to the jury. He put the following five questions to them:

- 1.—Were the deceased killed in the affray with the volunteers at the temple of the God of Literature?
- 2.—Were the deceased summarily executed; if so, by the order or direction of (a) the prisoner, (b) by Capt. Yang, of the volunteer corps, and Chao, the prisoner's deputy, or (c) by the general order of eight or nine of the gentry who accompanied Capt. Yang when going to arrest Yang?
- 3.—Was the murder the result of a joint plot on the part of the local gentry in which the prisoner took a leading part?
- 4.—Was the execution carried out on the bona fide belief on the prisoner's part that it was necessary for the peace and order of the district?
- 5.—Did the prisoner patch up the matter after the deceased had been wrongfully killed by someone?
- 6.—Do you (the jury) believe the story of the prisoner, that at the time of the murder of the deceased he was sick?

The jury were almost two hours in considering their verdict, during which time there was tense excitement in the court room, hardly one of the spectators leaving. At the end of the time mentioned they returned with the following replies to the questions:—

- 1.—Chow was killed in the affray, but Yuan was not.
- 2.—No answer, being unable to find anything from the evidence.
- 3.—Yes.
- 4.—It was not necessary to kill them to keep order.
- 5.—Yes.
- 6.—We do not believe the story of the prisoner that he was sick at the time.

Mr. Ting thereupon announced the sentence of the Court, saying, "We (the judges of the Court), in the name of the great Chinese Republic, do convict you, Yao Xung-tse, of the crime of murder and do sentence you to be capitally punished."

By this time Mr. Tsao, counsel for the defence, had left the Court, and Mr. Ting explained to the prisoner that if he wished he could say anything he liked.

The prisoner asked the Clerk of Court, Mr. Ou Yang-kong, to make an appeal for mercy on his behalf. Mr. Ting said that the sentence would not be carried out for three weeks, and if the jury so desired they could send a petition to the President of the Republic, asking for mercy for the condemned man.

Mr. Lin, senior counsel for the prosecution, asked the Court to announce that all the witnesses and counsel in the case should be protected, and that those witnesses for the prosecution who had come from San-yang-shan should receive their expenses. He pointed out that there had been an attempt to hush the case up, so he asked for a fine of Tls. 10,000 on those who had tried to compound it.

Mr. Ting announced that counsel and witnesses would receive protection, and in the event of the President acceding to a petition for mercy he would impose a fine of Tls. 5,000, which the prisoner would have to pay. Of this Tls. 2,000 would go to each of the deceased's families, and the remaining Tls. 1,000 would go towards the expenses of the witnesses, and in thanking the jury for their attendance exempted them from service for five years.

P. & O. "DELHI" ABANDONED.

Salvage operations on the P. & O. liner *Delhi* have at length been abandoned. The vessel, which was wrecked near Cape Spartel last December, shortly afterwards broke in two, and became a total loss, but since then the whole of the gold and silver bullion has been recovered, and an attempt has been made to save the cargo. Unfortunately only a comparatively small quantity has been recovered, and now the salvors, the Nordischer Burgungs Verein, have notified that they have abandoned all operations, as the cargo is now under water and damaged to such an extent that the value will not cover the salvage expenses.

INFORMATION.

NURSE RAE RECOMMENDS THE CUTICURA REMEDIES

For Skin Troubles. Her Hands Rough and Itching. Had to Wear Gloves Night and Day. Could Not Take Cases. Used Cuticura Soap and Ointment. A Complete Cure.

"It is now more than twelve months since the skin on my hands became rough and itching. I tried simple dressings and several patent ointments, but they only eased them for a time. If I did any washing the acute irritation afterwards was terrible. I would wake me up at night. The roughness of the skin turned to deep cuts. I had to wear gloves night and day for a long time. I had to stay at home for a whole month and not take cases, because the disinfectants I used in my profession only aggravated the irritation. I sent away for several samples of different cures at different times, but until I got Cuticura Ointment and Soap I had no real relief. After using the sample box of Cuticura Ointment my hands became easier, but they had been bad for so long and the cure was so very deep that I had to use four boxes of Cuticura Ointment before I had a complete cure. I began to think they never would be right again, and if I had not persevered with Cuticura Ointment they never would. I have shown them to several doctors and have had opinion from them, but I only had temporary relief. I shall only be too pleased to recommend the Cuticura Remedies whenever I can come across any skin troubles." (Signed) Nurse Rae, 232 Dudley Rd., Wolverhampton, Eng., May 9, 1911. Samples with 25¢ box free from nearest depot: J. Newbery & Sons, 27, Charterhouse Sq., London E.C.4; Towns & Co., Sydney N.S.W.; Lemon, Ltd., Cape Town; Muller, Macdon & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

87-11

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CLOCKS

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you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

GULA KALUMPONG RUBBER ESTATES, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 4th to 16th APRIL, 1912, both days inclusive.

By Order of the Directors,
LOWE, BINGHAM & MATTHEWS,
Colonial Registrar.
Hongkong, 4th April, 1912. [550]

SALE at the PALACE OF JUSTICE, Paris, on SATURDAY, JUNE 15th, 1912, at 2 P.M.

REAL ESTATE IN INDO-CHINA

at TOURANE, BONGHE, PHUONG, TANKE, SATANAKET, together with Buildings, Establishments, Concessions, Plant, etc., pertaining to the exploitation of the

CIE DES TRES DES L'ANNAM.

In one lot, Upset price: 70,000 fr. in addition to an annuity of 3,600 fr. Apply to M. PLANAUD, Solicitor, 15 rue de Valenciennes, Paris, M. PLANAUD, Official Receiver, 6 rue de Valenciennes, Paris, and M. MEZIERES, Barrister, counsel at Hanoi.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PALAWAN," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and THURSDAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 8th April, 1912. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains—

Far Eastern News.

Leading Articles.

The Yunnan Railway.

Thoughts on the Coal Crisis.

The Housing Problem.

The Subsidiary Coinage Question.

Japanese Emigration.

Random Reflections.

Hongkong News.

Steamship Officers' Agreements.

Wedding at Shanghai.

The Chinese Under the British Flag.

Army Estimates 1912-13.

The Chartered Bank of India, Australia and China.

The Magistracy.

Eastward in Hongkong.

"The Messiah" at St. John's Cathedral.

Union Insurance Society of Canton, Ltd.

China Traders' Insurance Co., Ltd.

Hongkong University.

The Late Mr. E. S. Lindsay.

Soldiers' Club Billiard Tournament.

Company Meetings.

Green Island Cement Co.

The German Shipping Companies.

Eastern Shipping and the Coal Shortage.

Mr. Clementi Honoured.

Interesting Stamp Presentation.

The New Postage Stamps of China.

Typhoon in Hankow.

Provisional Constitution of the Republic of China.

The Republic of China.

Foreign Loans to China.

The Looking at Soochow.

Matiny at Hangchow.

A Charge of Embezzlement.

The Extradition Case.

Disturbance at Wanchai.

British North Borneo.

The Death of Mr. W. Keewick.

Supreme Court.

Canton Troops for Swatow.

Bank Note and Specie Returns.

Stowaways on the "Aldinham."

Regimental Gymkhana.

Local Sport.

Great Oil Fire in Manila.

A Chinese Jury Trial.

The Death of Mr. L. D. Tebb.

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Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 82.

Hongkong, 9th April, 1912.

NEW ADVERTISEMENTS

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"
Captain J. E. Drake, will be despatched for the above Ports on SATURDAY, the 13th inst., at Noon.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN
(Occupying 20 Days).

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 9th April, 1912. [552]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 P.M. of the 11th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected. Title of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 8th April, 1912. [552]

ENTERTAINMENTS

THEATRE ROYAL.

MAURICE E. BANDMANN PRESENTS

THE NEW

BANDMANN

OPERA CO.

TO-NIGHT! TO-NIGHT!

For the first time in Hongkong.

The present Rage of London.

The Great Musical Play.

THE COUNT OF LUXEMBOURG.

From Daly's Theatre, London.

WEDNESDAY, April 10th:

FLORODORA.

THURSDAY, April 11th:

THE KING'S BRIDE.

FRIDAY, April 12th:

THE GIRL IN THE TRAIN.

SATURDAY, April 13th:

THE ARCADIAN.

MONDAY and TUESDAY, 15th and 16th:

PEGGY.

WEDNESDAY, April 17th:

FAREWELL PERFORMANCE.

Plan Now Open at MOUTRIE'S.

PRICES: \$3.50, \$2 and \$1.

Doors Open at 8.30 P.M.

Commence at 9.15 P.M.

Hongkong, 8th April, 1912. [549]

VICTORIA THEATRE.

SPECIAL BAND NIGHTS:

By kind permission of Col. HAMILTON and OFFICERS, The Band of the 1st K.O.Y.L.I. will play every THURSDAY NIGHT, when Special Programmes will be arranged.

Stupendous Production. The 1912 Masterpiece.

AND THE DRAGON.

A Drama that Grips your Audience with a Climax that Brings Thunders of Applause.

And the famous Artists.

HARRY—THE QUEENLY—NELLIE.

TWO PERFORMANCES TONIGHT, 7.15 P.M. and 9.15 P.M.

GRAND MATINEES.

SATURDAY AND SUNDAY, AT 4 P.M.

Hongkong, 30th March, 1912. [58]

REDUCTION.

WE are pleased to be able to announce that, on and after the 5th inst., the following Prices will rule for our:—

"DAISY" BRAND BUTTER... 80 cts. per lb.

"DAIRYMAID" " 75 " "

"BUTTERCUP" " 70 " "

"PASTRY" " 65 " "

THE

DAIRY FARM CO., LTD.

[530]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

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WHICH ENABLES YOUR FURNITURE
GLIDE SOFTLY
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35 CENTS FOR FOUR
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FROM \$8.50 EACH. IN VARIOUS SIZES.



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HEATPROOF and ANTIPROOF.
LANE, CRAWFORD & CO.
[51]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 4th April, 1912. [542]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 4th April, 1912. [543]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

On THURSDAY,

the 11th April, 1912, commencing at 2.30 P.M.,

at his Sales Rooms, Duddell Street,

A LARGE QUANTITY OF

HOUSEHOLD FURNITURE,

Comprising:—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, Double and Single

WARDROBES with BEVELLED GLASS

DOORS, NEW BRASS MOUNTED

BEDSTEAD, TEAK TOILET TABLES,

TEAK and MARBLE TOP WASH-

STANDS, CHEST-OF-DRAWERS, TEAK

OVERMANTLES, FINELY CARVED

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SERVICE and GLASS WARE,

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OIL PAINTING and ENGRAVINGS,

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A Selection of CANTON BLACKWOOD

WARE.

FOUR COTTAGE PIANOS, by Haake, &c.

EIGHT TYPEWRITERS.

SIX SEWING MACHINES (New),

AND

A Collection of BUTTERFLIES in Cabinet.

On View from WEDNESDAY, the 10th April.

Catalogues will be issued.

Terms:—As Usual.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 5th April, 1912. [547]

AUCTIONS

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (TUESDAY), the 9th day of April, 1912, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND near Kowloon Island Lot No. 1157, in the Colony of Hongkong, for a term of 75 years, with the option of renewal as a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1157.	1157.	At New Kowloon Island Lot 1157.	N.W. 120' S.E. 120' E.W. 120' N.W. 120'	5,400	50	2,100

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (TUESDAY), the 9th day of April, 1912, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Tai Hung, in the Colony of Hongkong, for a term of 75 years, with the option of renewal as a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1158.	1158.	At New Kowloon Island Lot 1158.	N.W. 80' S.E. 80' E.W. 80' N.W. 80'	5,600	68	1,704

FOR SALE.

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation.

For Terms, apply to—
C. SCHROTER,
Care of Messrs. GARRICK, BOKER & Co.,
King's Buildings, IIIrd.
Hongkong, 10th July, 1911. [125]

FOR SALE.

With or Without Furniture.

"TOR CREST" No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.

Apply—
Linstead & Davis,
3rd floor, Alexandra Buildings
Hongkong, 17th March, 1912. [416]

BANKS

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Interest allowed on Current Accounts
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [1216]

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AUTHORIZED CAPITAL Yen 40,000,000
PAID-UP CAPITAL Yen 30,000,000
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UNVARIABLE FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
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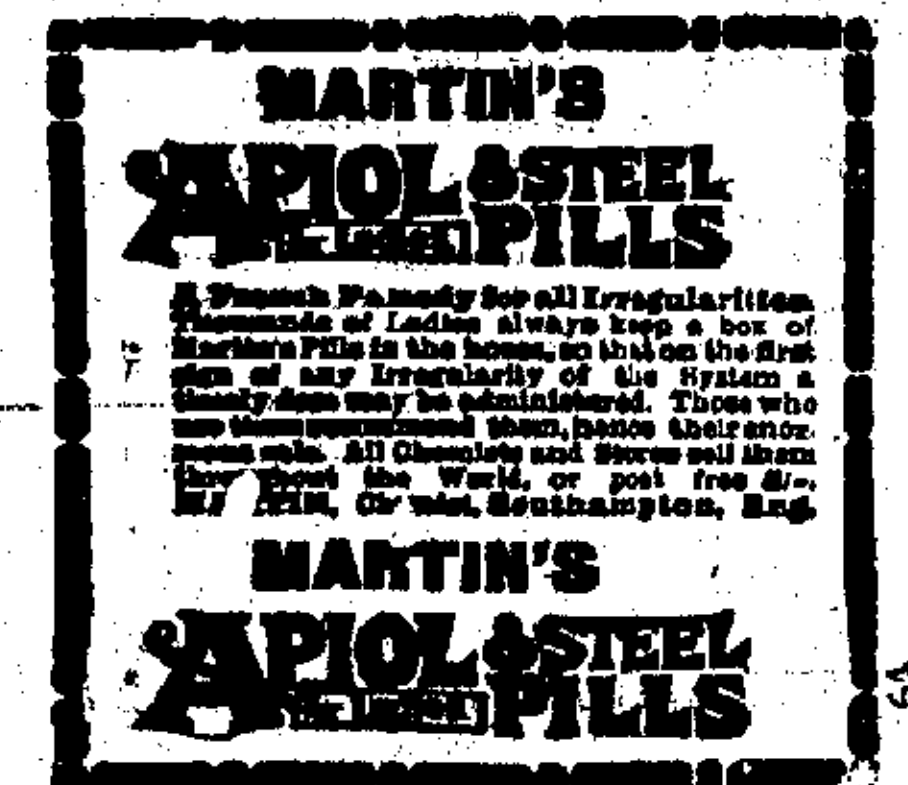
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DETACHABLE SPIRIT
COOKER.
Made of Aluminium
with wind protection.
First Class Seller.

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Suitable for all sizes of pots.
Very handy—weight about 50 grammes.
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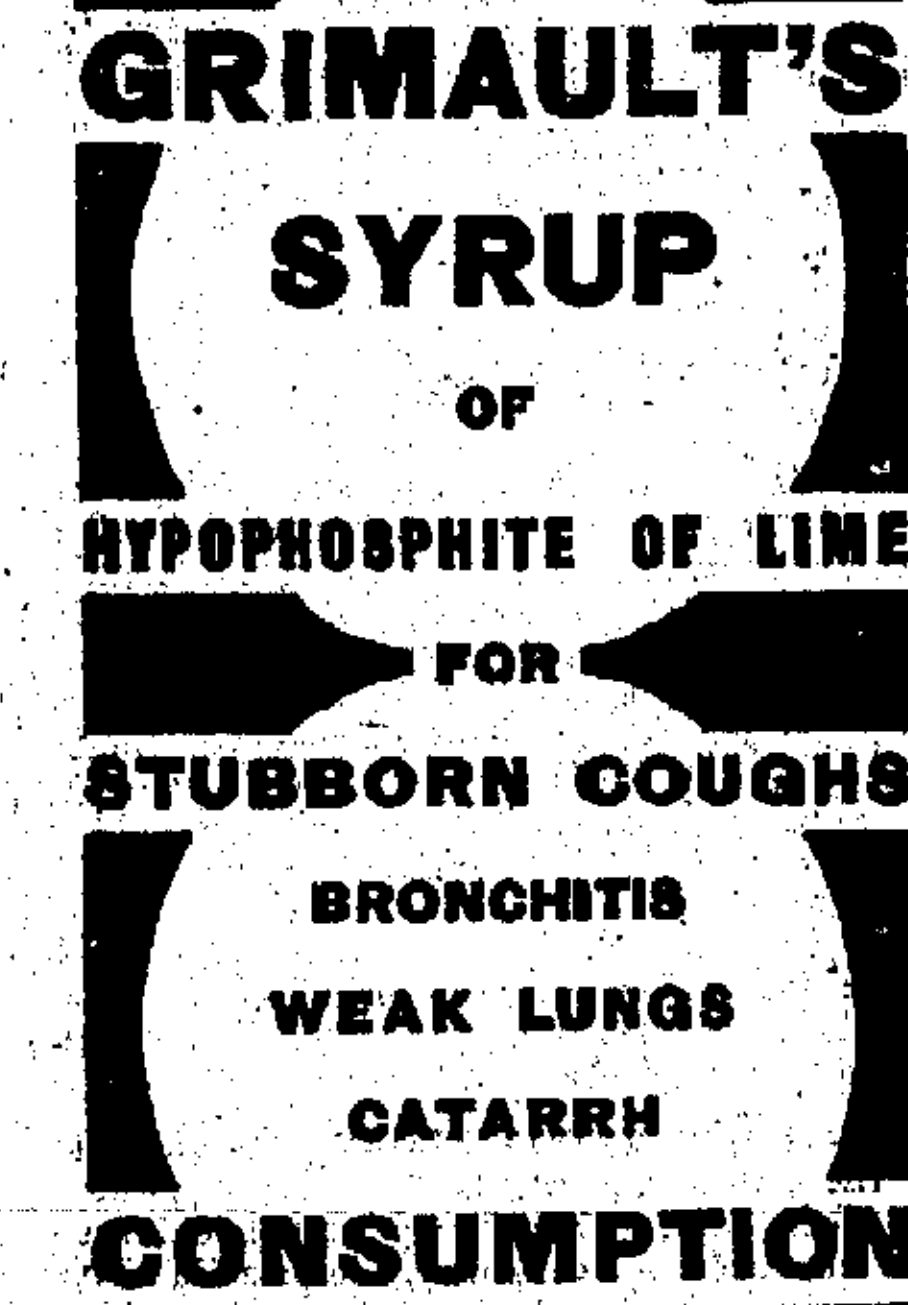
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KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"
Codes, A1, ABC 5th Ed., Western Union.
AGENTS—
YOKOHAMA: H. ASADA, Esq.
CHINATANG: Messrs. CHANG & Co.
MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BROWN & Co., Ltd.

For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 10th August, 1911.



NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
Sale daily at the following Stores:
KOWLOON BOOK STALL, Ferry Wharf
Messrs. HUNG CHEONG, Haiphong Road

THE LONG CHAIR.

It is the earliest purchase made by a
griffin with the English gold in his Lon-
don-cut pockets; it is the last article that
the veteran worn with battle sells at the
final auction of his household goods before
he quits the East for the calm of slippers
retirement. It is not a mere chair of
somewhat unwieldy dimensions. It is
the Soul of the East.

Many, nay most, if asked to name the
one indispensable piece of furniture out
here would jump unhesitatingly for a
long chair. We once heard of a man who
refused to leave a cannibal island on which
he had been cast away for several years
simply because, on being rescued, he was
not allowed to take on board with him a
wired contraption of bamboo, attap and
string which, during his long exile, he
had fashioned in the likeness of a long
chair. The captain of the rescuing vessel
had no great discrimination in art or
aesthetics, and though fully appreciative of
the ingenuity of the marooned man, and
willing even to confess that the contrivance
might, in time to come, succeed in
vaguely resembling a chair, was neverthe-
less disinclined to take it aboard his over-
loaded ship even as an article de vertu.
So the offer of assistance was refused by
that castaway with some heat, and the
misguided fellow continued to plough his
lonely furrow, content, when the labours
of the day were done and over, to return
to the soothing arms of his long chair.

This touching legend illustrates an in-
disputable fact. A fool and his money
may or may not be soon parted—it de-
pends on whether poker or a kindred game
of chance or some lethal weapon be the
means used for extracting the ore. But
even a fool will not part with a long chair
once he has found one that fits his elegant
shape, one that yields to the contours of
his gracefully disposed limbs. It is better
to die of a broken heart or indeed of a
broken purse—than to tolerate a broken
back when the mercury is melting in the
thermometer.

Probably it was gradually evolved, from
the idea of an occasional bed, a couch that
in emergency would serve in a twofold
function—for sleep at night and by day
relaxation. Certainly it could never have
sprung suddenly and complete from any
brain, for in its present perfection it re-
presents the crystallised experience of
many generations and embodies the accre-
tions and subtle improvements in the
shape of folding arms and legs, head-rests
and paper-racks, and (most important of
all) tumbler-holders that have suggested
themselves to divers ingenious if slothful
persons. If we were to be told now that
the long chair existed in ancient China,
where indeed most modern contrivances
had their genesis, or that, say, Cleopatra
reposed on some such seat as this in her
wonderous progresses down the gorgeous
Nile, we almost think we should pine away
and die. No. No. The consummate artistry
of it could not have been the outcome
of any but the Anglo-Saxon genius for
adapting comfort to climate. Without it,
India and the East would never have been
held so long in fee by Britain, for it is
the only thing (now that one can get fresh
curries in London) that reconciles the
white man to his years of exile in lands
of the sun.

Wherever one goes out of Europe one
meets the long chair. On the other hand,
it is curious how, in the West, it seems to
crumple up and fade away. Somehow or
other it does not seem to fit in with the
scheme of things in England. We have
seen one amid the dolce far niente sur-
roundings of an English lawn before a
bungalow by the river, or more rarely per-
haps on the deck of a houseboat under
the trees. But all these long chairs were
a forlorn look, and most people seemed
suspiciously to shun them, even on the
hottest days of summer. Anglo-Indians
who have had sufficient determination to
bring a long chair back from the tropics
have almost invariably ended by relegating
them to the lumber room. And we
have remarked, too, how the deck-steward
appears to keep his stock of long chairs
discreetly in the background until Suez or
Aden lies behind the steamer's wake, for
the good men know full well that, even
in the languid air of the Mediterranean
these articles of case are, so to speak,
deposited, out of their element, not exactly
in the picture.

But behold them under warm skies in
the "high ceiled rooms that the trades
blow through," or under the after-awning
of a vessel slowly cleaving tropic seas.
What more graceful and natural portion
of the mise-en-scene with their outstretched
arms inviting to slumber or repose? Cradle
of our fatigue, essence of sublime
ease, refuge from the weariness of these
lands of steam, regrets, where we lie
and muse in the half-sleeping, half-wake
stage that precedes digestion or that
follows repast. Here we can dream
of an endless succession of triumphs that
would have been ours, had only the other
man not been there, or had we said the
proper words at the proper moment.
Here we can plan and map out so well
the great things we are one day to
accomplish—when we can find time to
begin. Here, too, we can meditate on the
comforts at home that those lucky rubber
shares are one day to provide for us.
From its depths at early morn or dewy
eve we can survey the whole of life, the
past with its disappointments, the present
with its necessities and the future
with its possibilities, our friends and our
enemies, with their good qualities of mind
and heart and their trifling meannesses
of word or pocket, and, last of all, our-
selves a wander in dim woods with our
own steps meeting us. Viewed from such
a point, things take on an aspect they
would otherwise never wear. Thus only
can we behold life in true perspective.
Thus only are we philosophers. Thus
resting in our long chairs we never grow
old.

But we grow very sleepy sometimes.
I'm off to bed.—Derrick Dine in the
Singapore Free Press.

PRINTING

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The difference in cost between good and bad
printing and material is generally nil.

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BLACK, BROWN and WHITE.
BEST MAKES. PERFECT FITTING.
PRICES MODERATE.

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DES VCEUX ROAD CENTRAL,

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Supply the Highest Quality WINES, SPIRITS, CIGARS
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All Wines and Spirits bottled in Europe by Shippers of
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PRIVATE ENTERPRISES
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Purchase Department, INVESTMENT REGISTRY, LTD., 2, Waterloo Place, London, S.W.,
England.

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is a healthy habit, for either personal use or
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is a phrase suggestive of all-round fitness. It denotes freedom from disease;
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and maintaining it to a superlative degree. There are thousands, to-day,
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KOWLOON MARINE LOT 43, Yau Ma
Tei. Area 85,200 square feet with 255 feet Sea
Frontage. Especially suited for Storage of
Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, 2nd November, 1911. 525

TO LET

THE KOWLOON HOTEL PREMISES
with Flower and Vegetable Gardens.
Suitable for Mess. Immediate possession.
Apply to—
THE SPANISH PROCUATION,
2, Seymour Road.
Hongkong, 14th February, 1912. 311

TO LET

GODOWN, No. 4, New Praya, Kowloon.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st April, 1912. 126

TO BE LET

ON OR ABOUT 1ST MAY, 1912.
SHOPS and OFFICE, in Alex-
andra Buildings, adjoining
the Hongkong Dispensary, at
present occupied by Messrs. Wm.
Powell, Ltd.

A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 29th August, 1911. 123

TO LET

BEACONSFIELD. Will be converted
into a First Class Boarding House with
Large Dining Room, Thirty Bedrooms and
Eighteen Bathrooms. Plans to be seen at our
Office.
Apply—
LINSTEAD & DAVIS,
Alexandra Buildings.
Hongkong, 20th March, 1912. 481

OFFICES TO LET

FIRST CLASS, central accommodation,
light and airy, on First, Second, or Third
Floor, in new building being erected for
Messrs. WHITEAWAY, LAIDLAW &
CO., LTD. Entrance from Des Voeux Road.
Electric Lift to all floors, Electric Light
throughout.
The plan can be seen and all particulars
obtained at the Office of Messrs. PALMER
& TURNER, Alexandra Buildings, 3rd Floor.
Hongkong, 15th March, 1912. 462

TO LET

OFFICES on 3rd Floor, Hotel Mansions,
Facing Harbour.
OFFICES on 1st Floor, Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 12th March, 1912. 388

TO LET

OFFICE in Alexandra Buildings.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong 26th February 1912. 367

TO LET

WELLBURN, THE FRANK, 6 ROOMS,
from 1st June, 1912.
"STILLINGFLETE" No. 4, Peak Road,
6-Roomed House in healthy locality with good
view of Harbour.
Apply to—
PERCY SMITH, SETH & FLEMING,
5, Queen's Road Central.
Hongkong, 5th April, 1912. 417

OFFICES TO LET

ROOMS on the 1st Floor of Wm. Powell
& Co., Ltd.'s New Building, Des Voeux Road
Central, suitable for Offices; Electric Light
Lift; Lavatories with all Modern Conveniences.
May be inspected on application to—
WM. POWELL, LTD.,
Alexandra Buildings.
Hongkong, 29th February, 1912. 383

TO LET

OFFICES in King's-BUILDING.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st April, 1912. 121

TO LET

OFFICES and GODOWNS in Duddell
Street.
No. 12, BEACONSFIELD ARCADE,
First Floor.
No. 13, BEACONSFIELD ARCADE,
First Floor.
"WESTWARD HO," No. 13, Bonham
Road, with Gas den.
"KOGATE" Austin Road, Kowloon, from
1st April.
"EGGESFORD," No. 114, PRAX.
Furnished or Unfurnished from 1st April, 1912.
6 ROOMS.
No. 57, PRATA GRANDE, Macao.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 3rd April, 1912. 122

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.
S.S. "SHINYO MARU."

FROM SAN FRANCISCO, VIA HONOLULU,
JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for Counter-
signature, and to take immediate delivery of
Cargo from alongside.
Cargo remaining undelivered on WEDNESDAY,
the 3rd inst., at 5 P.M., will be landed at Con-
signees' risk and expense and delivery must then
be taken from Company's Godown.
No Fire Insurance whatever will be effected.
No Claims will be recognised after the Goods
have left the Steamer or Godown, and all Goods
remaining undelivered on WEDNESDAY, the 10th
inst., afternoon, will be subject to rent and
loading charges.

All chafed and otherwise damaged Cargo to be
left on board or Godown, and examination of
same to be arranged.
All Claims must be filed on or before
SATURDAY, the 13th inst., otherwise they will
not be recognised.
K. MATSUDA,
Agent. 530

FROM EUROPE.

THE H.A.L. Steamship

"C. FRED. LAEISE,"
Captain Selmer, having arrived, Consignees of
Cargo are hereby informed that their goods are
being landed and placed at their risk in the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence delivery may be obtained
against Bills of Lading countersigned by the
Undersigned.
Optional Cargo will be carried on unless notice
to the contrary be given TO-DAY.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th inst. will be subject
to rent.

All broken, chafed, and damaged goods must
be left in the Godowns, where they will be
examined on the 10th inst., at 9.30 A.M.
No Fire Insurance will be effected by us in
any case whatever.
This Steamer brings on Cargo:
Ex s.s. "Germania" from Gothenburg.
HAMBURG-AMERIKA LINE,
Hongkong Office. 1548

Hongkong, 5th April, 1912.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"KLEIST,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
Express Noon To-day requesting it to be
landed here.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 12th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godown, as, where they will be
examined on the 12th inst., at 9.30 A.M.
All Claims must reach us before the 19th
inst., or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

This Steamer brings Cargo:
Ex s.s. "Orscolo" from Venezia via Port
Said.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents. 5

Hongkong, 5th April, 1912.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE &
PORTLAND (Or.).
VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

For MANILA. For VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).
RYGJA ... 18th April.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED.
TELEPHONE No. 790. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

Proposed SAILINGS.
S.S. DUNERIG ... 3,000 tons ... 1st Half May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 27th April. FROM COLOMBO: S.S. "MINERIO" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

(42-43-44)

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu (the Paradise of the Pacific), of
California, of Colorado, and the Yacinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Reputation.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but \$120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for \$43 to London (return ticket \$74)
and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
SIBERIA	18,000	TUESDAY,	16th April, at 1 P.M.
CHINA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	30th April, at 1 P.M.
NILE	11,000	TUESDAY,	14th May, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	21st May, at 1 P.M.
PEREJA	9,000	TUESDAY,	11th June, at 1 P.M.
FOREA	18,000	TUESDAY,	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY,	2nd July, at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 9th APRIL, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

WEDNESDAY, 10th APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 14th APRIL

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HUI-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

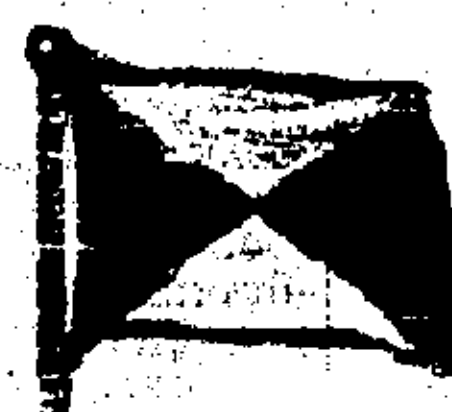
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Mangarin, Hollo and Cebu	On 10th Apr., 4 P.M.
SAFRO	4000	M. C. Smith	Manila, Mangarin, Hollo and Cebu	On 20th Apr., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
Hongkong. 2nd April, 1912. PHILIPPINES S.S. Co. [13]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

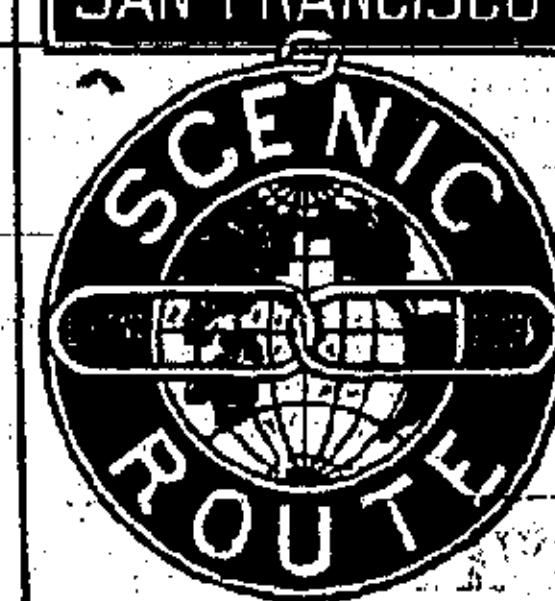
(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		Sat., 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.
AGENTS.

SAN FRANCISCO TOYO KISEN KAISHA



TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

ow Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily bath, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers)
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 525.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILINGS

SHANGHAI, YOKOHAMA, "PEKING" 6,500 On 25th April.

Kobe and MOJI "CEYLON" 9,000 About 10th May.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR

AVERAGE MARKET PRICES.

April 4th, 1912.

The Prices are given in Dollar Cents.

鴨	Mei Lung Pa Yuk—Beef, sirloin		鴨白	Pat Lam—Olives	10
鴨	and prime cut	lb. 30	鴨	Chiu Chang—Sweet	13
鴨	Ham Ngau Yok—Cured Beef	20	鴨	Chiu Chan Chang—Orange	20
鴨	Shia Ngau Yok—Roast Beef	20		Swatow	
鴨	Ngau Nam—Roast of Beef	18	鴨	Chin Chang—Orange, Macao	
鴨	Tong Yok—Beef for soup	5	鴨	Chin Sh Kat—Small	
鴨	Ngau Yok Pa—Beef Steak	20	鴨	Tim K—Macan	
鴨	Ngau Yok Chong—Sausages	24	鴨	Pa Shang—Peanut	15
鴨	Ngau No—Bullock's Brains set	24	鴨	Shanghai Li—Pearr American	15
鴨	Ngau Lao—Beef Steak, Sirloin	lb. 30	鴨	Li Si—Pearr Canton	10
鴨	Ngau Le—Bullock's Tongue,		鴨	Hung Li—Plum's Swatow	
	fresh, each	45	鴨	Sin Tai—Pears, Cooking large	
鴨	Ham Ngau Lo—, corned	60	鴨	Hung Tai—Persimmons large	5
鴨	Ngau Tan—Bullock's Head	90		Pin Fo Lo—Fine-apple	
鴨	Ngau Sam—Heart	lb. 13	鴨	orange Canton	lb 6
鴨	Ham Ngau Kin—Beef Hump,		鴨	Pears (Austrian)	each
	salt	13	鴨	Papaw 1st quality	each
鴨	Ngau Kok—Bullock's Feet	each 9	鴨	Pineapple Cooking only	3rd
鴨	Ngau Lu—Bullock's Kidney	9			
鴨	Ngau Mot—Bullock's Tail	13			
鴨	Ngau Kon—Bullock's Liver	lb. 13			
鴨	Ngau Yu—Bullock's Tripe,				
	undressed	6			
		</			

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAINS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	10 A.M. 12th April.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA	Noon, 13th April.	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PESHAWUR	About 15th April.	Freight only.
	BORNEO	About 18th April.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PEWANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 17th April.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th April, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STRAINS	TO SAIL	REMARKS
MANILA, CEBU and ILOILO	"TAMING"	On 9th Apr. 4 P.M.	
WEIHAUWEE, CHEFOO & TIENTSIN	"KUEICHOW"	On 9th Apr. 4 P.M.	
NINGPO & CHINKIANG	"WUHU"	On 10th Apr. 4 P.M.	
TSINGTAU & NEWCHANG	"SHAOHSING"	On 10th Apr. 4 P.M.	
SHANGHAI	"CHINHUA"	On 11th Apr. 4 P.M.	
SHANGHAI	"ANHUI"	On 13th Apr. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, TWICE Weekly.

S.S. "LINTAY" and S.S. "SANTU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.S.S. "KOERBER," 9,900 tons, will leave as above on 19th April, 1912, 6 P.M.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.TO SHANGHAI
S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, \$50 1st, \$36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE.
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for YOKOHAMA and KORE via SHANGHAI about 26th April.
S.S. "CHINA," 11,000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, on 1st May.
These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice \$43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 8th April, 1912

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 9th April, at 11 A.M.
"HAITAN" ...	Capt. J. S. Bosch ...	FRIDAY, 12th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN" ...	Capt. A. H. Stewart ...	WED'DAY, 10th Apr., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Bixie Pier).
For Freight and Passage, apply to—

DOUGLAS, LARRAIK & Co.,

Hongkong, 4th April, 1912.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SITHONIA	20th April.
S.S. ANDALUSIA	30th April.
S.S. BAYERN	10th May.

For Further Particulars, apply to—

HOMEWARD.

For HAYRE & HAMBURG:	S.S. BELGRAVIA ... 11th April.
For MARSEILLES, HAYRE & HAMBURG:	S.S. SACHSEN ... 29th April.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. O. J. D. AILERS ... 5th May.
For HAYRE, BREMEN & HAMBURG:	S.S. C. FERD. LAEISZ ... 10th May.
For MARSEILLES, HAYRE & HAMBURG:	S.S. SITHONIA ... 27th May.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA ... 31st May.

Hongkong, 4th April, 1912.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

[10]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALI, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

SAN FRANCISCO LINE:

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 9th April, NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.

SOUTH AMERICA LINE:

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	WED'DAY, 10th April, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Elks Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
	"SEATTLE MARU"	6,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco:
From Manila ... G. \$130.00
From Hongkong, Shanghai and Keelung ... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$ 110.00

The Co's Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Measures and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW and AMOY	"KALJO MARU"	WED'DAY, 10th April, at Noon.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-778

S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 10th April, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, N.M. Co's AGENT.

2

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

(TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELTA	8000	April 13	MALAJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
ORIENTAL	5234	May 11	MALWA	11000	June 9	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ..	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.FARES TO LONDON:
1st SALOON £71.10 SINGLE, \$106.14 RETURN.
2nd SALOON £48.10 SINGLE, \$72.12 RETURN.
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG			Due LONDON	
	Tonnage	about		about	
SUMATRA...	5000	April	17	May	31
NAMUR	7000	May	1	June	14
PALAWAN	5000	May	15	June	29
BORNEO	5000	May	29	July	13
SYRIA	7000	June	12	July	27
NORE	7000	June	26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE

FARES TO LONDON:
1st SALOON £81.10 SINGLE, £82.10 RETURN.
2nd SALOON £53.10 SINGLE, £57.10 RETURN.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP	KAGA MARU	7,000	WED'DAY, April, at 1 P.M.
FORE, PENANG COLOMBO, SUZ and PORT SAID	ATSUTA MARU	9,000	WED'DAY, April, at 1 P.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	SANUKI MARU	7,000	TUESDAY, April, at Noon.
	AWA MARU	7,000	TUESDAY, April, at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	6,000	FRIDAY, 12th April, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	YAWATA MARU	6,000	FRIDAY, 10th May, at Noon.
KOBE and YOKOHAMA	MIYAZAKI MARU	9,000	THURSDAY, 11th April, at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	5,000	WED'DAY, 10th April, at Noon.
SHANGHAI, MOJI, KOBE and YOKKAICHI	HAKATA MARU	6,000	WED'DAY, 10th April, at Noon.
KOBE DIRECT	TENSHIN MARU	4,000	SUNDAY, 14th April, at Noon.
TAKOW (FORMOSA)	KAGESHIMA MARU	5,000	SATURDAY, 13th April, at Noon.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only
† Calling at Rotterdam after Antwerp.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—
"MIKE MARU," 4,000 tons, Capt. K. Kikawa, On 12th April

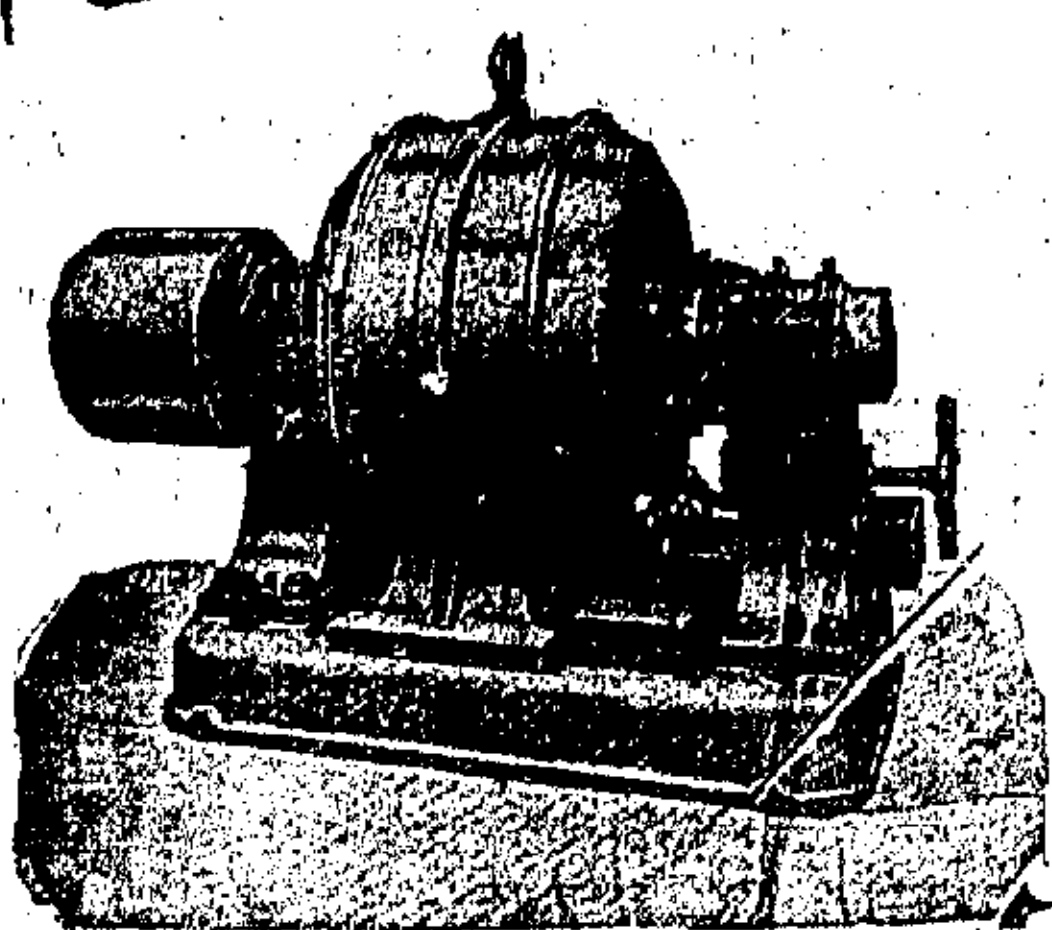
1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	FROM HONGKONG
KAGA MARU	7,000	G. Tabusa	April 10th.
ATSUTA MARU	9,000	J. Nagao	April 24th.
MIYASAKI	9,000	T. Yamawaki	May 8th.
KITANO	9,000	T. Murai	May 22nd.
SANUKI MARU	7,000	N. Teranaka	April 9th.
AWA	7,000	T. Iizawa	April 23rd.
SAIO	7,000	K. Nakawa	May 7th.
YOKOHAMA	7,000	N. Noda	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-13-14]



ELEKTIZITÄTS
ACTIENGESellschaft

Titan

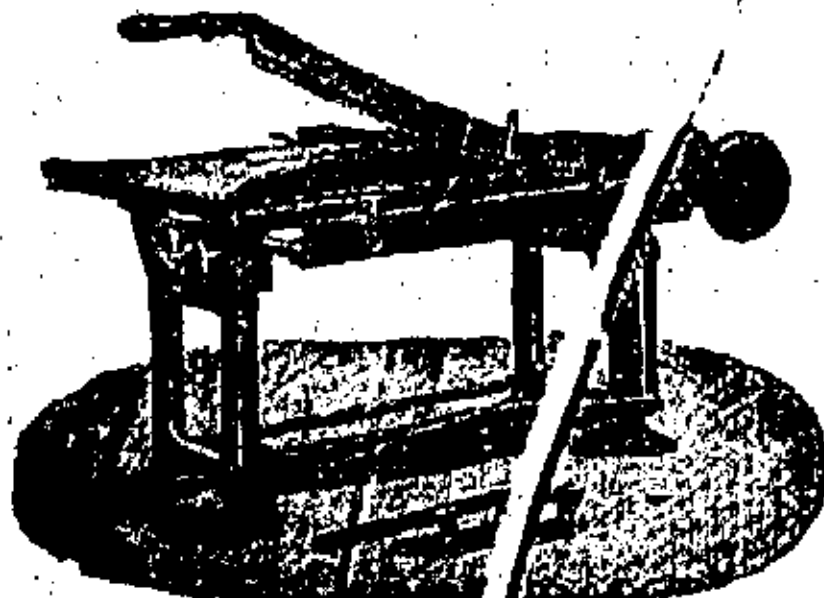
BERGERHOF
R.H.L.D.

ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 5th April, 1912. [48-6]

AUGUST FROMM LEIPZIG - R
MANUFACTURERS OF
ALL KINDS OF



**MACHINES
AND
PRESSES**
FOR
PRINTING AND
BOOKBINDING.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 5th April, 1912. [48-8]

Hoehl

Extra Dry

gout américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 5th April, 1912. [48-22]

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended: Hupoh, Hunan and Tientsin.

The China, with the American Mail, is due to arrive here to-day.

The Assaye, with the English Mail, left Singapore on Sunday, the 7th inst., at
10.30 a.m., and may be expected here on or about Thursday, the 11th inst., at 6 p.m. This
packet brings the parcel mails closed in London for despatch by the all sea route on the
6th March, and for despatch overland on the 13th March.

FOR	PER	DATE
Shanghai, North China, Japan via Moji, Canada and United States via Seattle (Wash.)	<i>Sanki Maru</i>	Tuesday, 9th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	<i>Huiching</i>	Tuesday, 9th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HON- GULU, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	<i>Shinyo Maru</i>	Tuesday, 9th, 10.00 A.M. Registration with late fee of 10 cents up to 10.30 A.M. Registration Kowloon B.O. at 10.00 A.M. No late fee Letters... 10.30 A.M. Tuesday, 9th, 10.00 A.M. Printed Matter and Sam- ples... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. Registration Kowloon B.O. at 9.30 A.M. No late fee Letters... 11.00 A.M. Tuesday, 9th, 1.15 P.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE- EN, and EUROPE via Marseilles Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail... Late Letters 11.00 A.M. to Noon Extra Postage 10 cents	<i>Australien</i>	Tuesday, 9th, 3.00 P.M. Tuesday, 9th, 3.00 P.M. Tuesday, 9th, 4.00 P.M. Tuesday, 9th, 5.00 P.M.
Macao	<i>Sui Tai</i>	Tuesday, 9th, 3.00 P.M.
Philippine Islands	<i>Taming</i>	Tuesday, 9th, 3.00 P.M.
Philippine Islands	<i>Kuei-chow</i>	Tuesday, 9th, 3.00 P.M.
Japan via Moji, Honolulu and South America	<i>Yugo Maru</i>	Tuesday, 9th, 4.00 P.M.
Straits and Ceylon	<i>Kaga Maru</i>	Tuesday, 9th, 5.00 P.M.
Fort Bayard, Haiphong, and Pakhoi	<i>Si-Kiang</i>	Wednesday, 10th, 8.00 A.M.
Swatow	<i>Haimun</i>	Wednesday, 10th, 10.00 A.M.
Straits and India via Calcutta	<i>Laisang</i>	Wednesday, 10th, 11.00 A.M.
Japan via Nagasaki	<i>Yawata Maru</i>	Wednesday, 10th, 11.00 A.M.
Macao	<i>Sui Tai</i>	Wednesday, 10th, 1.15 P.M.
Ningpo	<i>Wahs</i>	Wednesday, 10th, 3.00 P.M.
Philippine Islands	<i>Khachang</i>	Wednesday, 10th, 3.00 P.M.
Shanghai and North China	<i>Rubi</i>	Wednesday, 10th, 3.00 P.M.
Straits and India via Calcutta	<i>Choyang</i>	Thursday, 11th, 11.00 A.M.
Macao	<i>Wardha</i>	Thursday, 11th, 11.00 A.M.
Shanghai and North China	<i>Sui Tai</i>	Thursday, 11th, 1.15 P.M.
Swatow, Amoy, Formosa and Foochow	<i>Chinkua</i>	Thursday, 11th, 3.00 P.M.
Japan via Kobe	<i>Haitan</i>	Friday, 12th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	<i>Fukuda</i>	Friday, 12th, 11.00 A.M.
Macao	<i>Kumano Maru</i>	Friday, 12th, 11.00 A.M.
Shanghai, North China and Japan via Kobe	<i>Sui Tai</i>	Friday, 12th, 1.15 P.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE- EN, and EUROPE via Brindisi (Late Letters 11.00 to Noon. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel mail will be closed on Friday, 13th inst. at 5 P.M.	<i>Gregory Apur</i>	Saturday, 13th, 10.00 A.M.
Philippine Islands	<i>Loongang</i>	Saturday, 13th, 1.00 P.M.
Macao	<i>Sui Tai</i>	Saturday, 13th, 1.15 P.M.
Shanghai and North China	<i>Anhui</i>	Saturday, 13th, 5.00 P.M.
Batavia, Samarang and Sourabaya	<i>Tjitarom</i>	Tuesday, 16th, 10.00 A.M.
Manila, Cebu and Iloilo	<i>Tean</i>	Tuesday, 16th, 3.00 P.M.

COMMERCIAL

CLOSING QUOTATIONS.

ON LONDON	APRIL 4TH
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	1/11 1/2
Bank Bills, at 4 months sight	1/11 1/2
Orbits, at 4 months sight	1/11 1/2
Documentary Bills 4 months sight	1/11 1/2
ON NEW YORK	
Bank Bills, on demand	24 1/2
Credits, at 4 months sight	24 1/2
ON SHANGHAI	
Bank Bills, on demand	14 1/2
Bank, on demand	14 1/2
ON HONGKONG	
Telegraphic Transfer	14 1/2
Bank, on demand	14 1/2
ON SHANGHAI	
Bank, at sight	7 1/2
Private, 30 days sight	7 1/2
ON YOKOHAMA	
On demand	9 1/2
ON MANILA	
On demand	8 1/2
ON SINGAPORE	
On demand	8 1/2
ON BATAVIA	
On demand	11 1/2
ON HAIKONG	
On demand	1 1/2
ON SAIGON	
On demand	7 1/2
ON HONGKONG	
Bank's Buying Rate	\$10.50
GOLD LEAF, 100 fine, per tola	\$53.90
SILVER, per oz.	27 1/2
SUBSIDIARY COINS.	
Chinese	20 cents pieces, \$5.20 discount.
Chinese	10 " " \$5.75 "
Hongkong	20 " " \$4.93 "
Hongkong	10 " " \$5.17 "
MAILS VIA SIBERIA.	
London	Due Shanghai
March 20th.	April 5th.
March 23rd.	April 8th.

SHARE LIST—QUOTATIONS. HONGKONG, APRIL 4TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$855
China Bank Corporation, Limited	60,000	\$12	all	\$10, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.20
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$7 1/2, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sales
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$20 1/2, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$57, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$44, buyers
New Amoy Dock Co., Limited	10,000	\$50	all	\$64, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 87
Green Island Cement Co., Limited	400,000	\$10	all	\$42, x. div. bu.
Hongkong Electric Co., Limited	60,000	\$10	all	\$22
Hongkong Hotel Company, Limited	12,000	\$50	all	\$107 1/2, buyers
Manila Metropole Hotel Limited	15,000	\$10	all	\$25
Hongkong Ice Company, Limited	50,000	\$25	all	\$205
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$3, buyers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$200
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$127, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	9,000	\$250	\$50	\$331
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 145
Union Insurance Society, Limited	12,400	\$250	\$100	\$660, buyers
Yangtze Insurance Association, Limited	12,900	\$100	\$60	\$210, Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53 1/2, buyers
Masthead Hill Estate Co., Ltd.	25,000	Gds. 10	all	Tls. 75, sellers
MINING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$7 1/2, buyers
Tronoh Mines, Limited	160,000	\$1	all	\$5
Heawood Tin and Rubber Estate, Ltd.	715,230	2 1/2	all	\$4, sales
Rand Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$12 1/2
Peak Tramways Co., Limited	25,000	\$10	all	\$1.20
Philippine Co., Limited	50,000	\$10	all	\$5, buyers
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$30, buyers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$12, sellers
Donghai Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$28 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$77 1/2, L'lon.
Shell Transport & Trading Co., Limited	250,000 def.	\$1	all	102 1/2, x. rights
Star Ferry Company, Limited	10,000	\$10	all	\$29, buyers
South China Morning Post, Limited	10,000	\$25	all	\$18, buyers
Steam Laundry Company, Limited	6,000	\$5	all	\$22
BROKERS AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$5, sales
Watkins, Limited	10,000	\$10	all	\$3
A. S. Watson & Co., Limited	90,000	\$10	all	\$54, sales
Wessmann, Limited	3,000	\$10	all	\$15, buyers
Gandhi & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	15,000	\$50	all	\$40
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$10
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
RUBBER.				
Fama Rubber in London				4/11 per lb., sellers.
Loans.				
Chinese Imperial 1896	Tls. 767,200	Value.	Interest.	Quotation.
		Tls. 250	7 1/2 p. annum	Par.
				VERNON & SYMTH, Share Brokers
TO-DAY				
3 P.M.—Auction of Crown Land at Tai Hang, by Public Works Dept.				
3 P.M.—Auction of Crown Land near Kowloon Inland Lot No. 1157, by Public Works Dept.				
TO-NIGHT				
9.15 P.M.—Bandman Opera Co., at the Theatre Royal—"The Count of Luxembourg."				
FORTHCOMING EVENTS.				
Thursday, 11th April—Auction of Valuable Household Furniture at Sales Rooms, by Mr. Geo. P. Lammert, 2.30 P.M.				
Tuesday, 23rd April—Thirty-Ninth Ordinary Yearly Meeting of Union Insurance Society of Canton, Ltd., Noon.				
Tuesday, 23rd April—Forty-Sixth Ordinary Yearly Meeting of China Traders Insurance Co., Ltd., 12.30 P.M.				

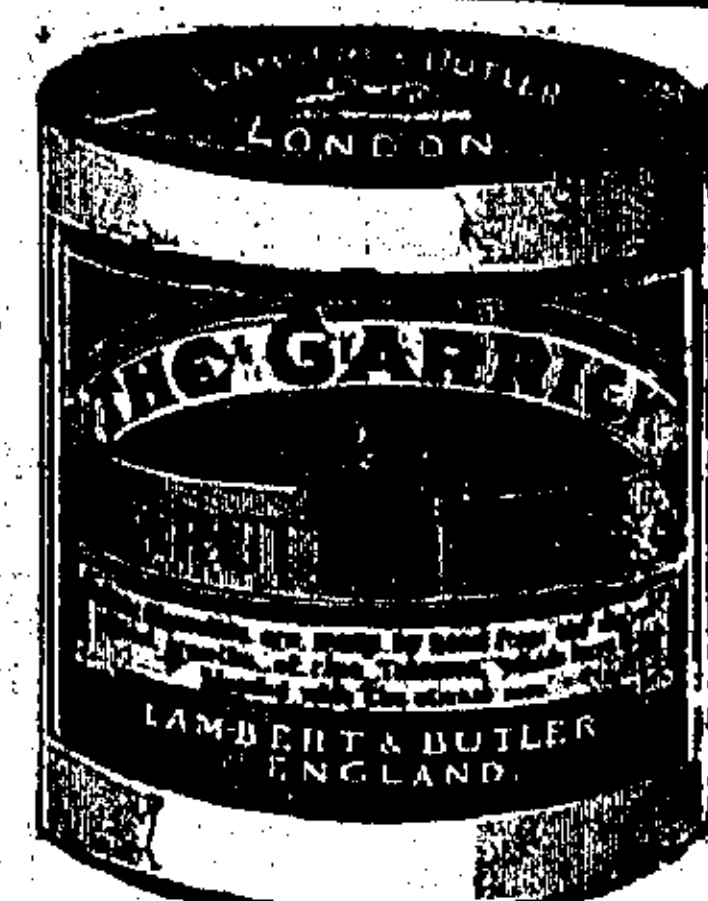


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